TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION IMPORTANT: THIS DRAWING SHALL BE USED IN NOTES: COMBINATION WITH THE GENERAL THE ARROW PANEL SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE WHILE REMAINING WITHIN THE TAPER WHEN CURB EXIST. NOTES AT THE BEGINNING OF STANDARDS NO. MD 104.00. 介1介 1 * SEE SIGN SPACING CHART FOR APPROPRIATE DISTANCE. WORK AHEAD QAOR END ROAD WORK 1 (OPTIONAL) 1 END WORK OPTIONAL \Leftrightarrow \Rightarrow ROAD WORK OPTIONAL RIGHT TURN STORAGE LANE LENGTH TO BE DETERMINED BY ENGINEER. В THRN LANE 1/3 L SHOULDER TAPER ∞ 800 KEY: RIGHT CHANNELIZING DEVICES ANE CLOSE SIGN SUPPORT FACE OF SIGN 1500 F 00 DIRECTION OF TRAFFIC ROAD WORK END Û Û ROAD WORK SITE (OPTIONAL) WORK ∞ ARROW PANEL SPECIFICATION CATEGORY CODE ITEMS **Maryland Department of Transportation** 104 STATE HIGHWAY ADMINISTRATION **APPROVED** STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES DIRECTOR - OFFICE OF TRAFFIC AND SAFETY INTER. FAR-RIGHT LANE CLOSURE/MULTILANE APPROVAL • SHA APPROVAL • FEDERAL REVISIONS UNDIV. GREATER THAN 40 MPH/15 MIN -HIGHWAY ADMINISTRATION APPROVAL 9-10-96 APPROVAL 9-27-96 12 HRS. OR DAYTIME ONLY 10-1-01 REVISED REVISED StateHighway REVISED REVISED NO. STANDARD MD 104.41-01

REVISED